Renovation work on Wharf No's 115, 116, and 117

Based on the “Comprehensive future development plan for Kaohsiung Harbor” approved by the Executive Yuan, designed to meet the demands of new, massive-sized vessels, Wharf No’s 115, 116, and 117 in the Port of Kaohsiung are scheduled to undergo extensive renovation work.

Currently, the number of wharves suitable for accommodating massive vessels is limited. Two of the four existing deepwater container wharves in Container Terminal Six have begun operations, and the remaining two are nearing completion. Moreover, eleven 14-meter wharves in the Second, Third, and Fourth Container Terminals are all located to the north of the cross-harbor tunnel, and are therefore subject to the water depth limits that apply to the shipping channel above the cross-harbor tunnel. Wharf No’s 115, 116, and 117 are situated to the south of the cross-harbor tunnel. In addition, these three wharves are adjacent to the Second Harbor Entrance, so the entry and exit of vessels will not influence maritime traffic in other shipping channels.

After renovation of the three wharves is complete, Kaohsiung Port will boast seven berths capable of handling 12,500-TEU container vessels. In addition, a soon-to-be-completed connecting overpass will link the deepwater wharves, thereby expediting container transshipment.

By embracing technology, port operations and management in the modern e-era, Kaohsiung Port can became more competitive. Equally important, Kaohsiung Port has committed itself to a ‘Green Port’ ideal by cutting carbon dioxide use, saving energy, and reducing green-house exhaust emissions.
With a view to improving its container operations capability at the Kaohsiung Container Terminal (KAOCT) in Kaohsiung Port, this latest crane procurement is part of a service enhancement plan by OOCL Taiwan / Orient Overseas Container Line. Currently, there are six PostPanamax gantry cranes in operation, two of which will be replaced by the new ones (with 22 rows outreach) and they are expected to be in operation by July, 2012, enabling KAOCT to handle two 10,000 TEU+ mega container vessels at the same time. Along with this new investment, KAOCT’s 680 meter long berth will also be extended by an additional 75 meters to service two mega vessels berthed simultaneously.

It is estimated that the new cranes will increase KAOCT’s productivity by 8-10 % and with the resulting higher operational efficiency, it will also help shorten vessel berthing hours, allowing increased bunker savings and reduced carbon emissions.

OOCL has leased Wharf No's 65 & 66 for many years, and its business interests range from container transportation to logistics service. It is a wholly-owned subsidiary of the Hong Kong Stock Exchange listed Orient Overseas (International) Ltd and is headquartered in Hong Kong. OOCL is one of the world’s largest integrated international container transportation and logistics companies, with more than 270 offices in 60 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia / New Zealand, it offers a wide range of logistics and transportation services to all the major east/west trading economies of the world.
The Kaohsiung Harbor Bureau (KHB) has actively encouraged the Nansing Project in order to revitalize public land use in the Nansing Project Zone, with an eye on the demands for future industrial development in Kaohsiung. On July 25, 2011, the Council for Economic Planning and Development (CEPD) approved the Nansing Project as drafted by KHB. The land in the Nansing Project Zone in HsiaoKong District amounts to 106.25 hectares, to be used for the further development of the Kaohsiung Free Trade Zone. In addition, KHB is currently now preparing the necessary groundwork to become a London Metal Exchange (LME) hub, and the Nansing Project Zone is slotted to become an LME distribution base.

The Nansing Project Zone, adjacent to the Kaohsiung Intercontinental Container Terminal, is connected to both the city and the freeway via Nansing Road. Its transportation advantages and location will facilitate industry cluster, transshipment, and value-added processing, and it will add to the growing prosperity of Kaohsiung Port and the greater Kaohsiung City area.

In the Nansing Project Zone, simple processing, value-added processing, green industry, manufacturing, and logistics will all be integrated into multi-functional logistics facilities. KHB is currently overseeing the bidding process, and all the necessary infrastructure is scheduled to be completed by Dec. 2014.
Since the Port of Kaohsiung is not only a well-known international port, but also an important national symbol of Taiwan’s identity, it is not surprising that the “Kaohsiung Passenger Transportation District Project” has become a national priority. The Kaohsiung Harbor Bureau (KHB) will launch the project with its initial plan for a Port and Cruise Service Center. Land within the port area will be developed systematically, integrating it with the waterfront space surrounding the wharves. Follow-up development will also be consistent with the themes of cultural diversity and a ‘green’ port.

Director-General Hsiao of KHB accompanied Kaohsiung Mayor Chen on an inspection of the construction site for the Port and Cruise Service Center at Wharf No.19 & 20. After a briefing provided by the company in charge of design, Mayor Chen expressed her confidence that the Kaohsiung City Government would fully support the project, which she expects to be a new international waterfront landmark for Kaohsiung.

The project will include office space for the port management company, other shipping & port offices, passenger transportation facilities, international conference halls, boarding corridors, arrival / departure space, restaurants, shopping, a literary arts venue, and other diverse services. Of particular note, the roof of the Port and Cruise Service Center has been designed with an open observation terrace, which will provide citizens with a gorgeous waterfront view and space to relax. The Port and Cruise Service Center is located to the rear of Wharf No’s 19 & 20, and totals 2.46 hectares. At a cost of $2.851 billion, the project is scheduled to commence in 2012 and be completed in 2014.
Smart Phone Access to VDIS

In order to improve port services for shipping operators, the Kaohsiung Harbor Bureau’s Vessel Dynamics Integrated System (VDIS) can now be accessed by smart phone. The system provides comprehensive information, including virtual traffic patterns of vessels in the port, entry/exit/mooring of vessels, shipping operations within the port, and an inquiry database. Through smart phones or tablets, shipping operators can now access the system to make applications or inquiries.

In light of the growing prevalence of smart phones and wireless Internet access, KHB has been quick to facilitate smart phone access to the VDIS. The improved functionality of the system enables shipping operators in Kaohsiung Port to track the movement of vessels, accelerate ship operating times, cut mooring times, and reduce operating costs.

Legend of the Seas returns to Kaohsiung

A 70,000-ton luxury cruise liner, the Legend of the Seas, belonging to Royal Caribbean Cruise, paid its second visit to the Port of Kaohsiung on July 22, 2011, docking at Wharf No.3. Passengers on board totaled 1,734, mainly from China, Hong Kong and Australia. According to the Kaohsiung Harbor Bureau (KHB), a total of ten cruises have visited Kaohsiung Port so far this year, including the Nautica, Astor, Pacific Venus, SuperStar Aquarius, and Legend of the Seas, carrying approximately 17,000 passengers.

The Legend of the Seas is expected to make a total of four voyages to Kaohsiung Port. This is Voyage No.3 and Oct.14 will be its last voyage for this year. Built in 1995, Legend of the Seas is 70,000 tons in total weight, 264 meters in length, and 32 meters in beam. With 11 deck levels, she offers a variety of onboard dining and recreational options, such as a gallery, a swimming pool, an internet café, a massage salon, and diverse restaurants.

KHB expressed its warm welcome by offering speedy clearance and local specialty sampling upon arrival of the cruise, in collaboration with the Kaohsiung Tourism Bureau. As a tourism-boosting measure, KHB also coordinated with other relevant departments to arrange artistic performances and guides to entertain and assist the visitors. These included sightseeing tours to famous Kaohsiung tourist attractions.
The 57th Annual Marine Festival

The Kaohsiung 57th annual Marine Festival Celebration was held on July 8, 2011, at the Kaohsiung Grand Hi-Lai Hotel. The event was hosted by Director-General Hsiao of the Kaohsiung Harbor Bureau (KHB), and a large number of representatives from the shipping industry were invited to attend. At the commencement of the celebration ceremony, Director-General Hsiao of KHB expressed his sincere gratitude to all shipping staff for their contributions and everlasting support, which has enabled the Port of Kaohsiung to continue its steady growth. During the ceremony, numerous awards were presented, including:

1. Those shipping companies whose container volume exceeded one million TEU in 2010: Evergreen Marine Corporation, Yang Ming Marine Transport Corp. LTD, OOCL Taiwan / Orient Overseas Container Line, American President Lines Co., and Wan Hai Lines Ltd.

2. Those shipping companies whose container handling volume grew in 2010: Taiwan Hanjing, Yang Ming Marine Transport Corp., and Hyundai Merchant Marine Co., Ltd.

3. Those companies in the Kaohsiung Free Trade Zone with outstanding business achievements: YES Logistics Corp. and Tonglit Logistics Co., Ltd.

4. Sixteen personnel from the shipping industry for their outstanding performance

5. Personnel working at the Lighthouse and Signal Tower

6. The winners of various contests, such as table tennis, badminton, photography, etc.

Director-General Hsia remarked that the competition from neighboring ports, the exodus of Taiwan’s traditional industries, and the global economic crisis, have all negatively impacted the growth of container volume in the Port of Kaohsiung, resulting in its drop in the global container handling ranking list. However, in spite of these rigorous challenges, the Port of Kaohsiung has continually endeavored to promote its competitiveness. He added that the common goal of all those who work at and for the Port of Kaohsiung can only be achieved by teamwork, on the basis of value and volume. Everyone should re-dedicate themselves to developing the Port of Kaohsiung into a port with a Double V (Value and Volume): high added value and increased volume.
Kaohsiung Port and Shantou Port sign Letter of Intent

With the explicit goal of promoting port business and logistics cooperation with Shantou Port, the Kaohsiung Harbor Bureau (KHB) signed a Letter of Intent with Shantou Port on July 13, 2011. Following speeches by Director-General Hsiao of KHB and Deputy Mayor Zhang of Shantou City at the beginning of the ceremony, the Letter was signed by Director-General Hsiao of KHB and Director Tsai of Shantou Port. Director-General Hsiao of KHB noted that KHB has continually striven to promote its port logistics business and improve its port business environment. He hoped that this year, Year 100 of the Republic of China, would bring great success to Kaohsiung Port.

At present, there are relatively few shipping routes between Kaohsiung Port and Shantou Port. Export container volume at Shantou Port is estimated to be around 1,800,000 TEU, 70% of which is transshipped and exported from Shenzhen, Hong Kong, and Xiamen. Shantou Port inaugurated a direct shipping link with Kaohsiung Port on Jan. 18, 2008 which is operated now by China United Lines Ltd. on fixed shipping routes. It is scheduled to add one more ship to join the fixed route from Sept, 2011.

In order to encourage 12 secondary ports in China that currently operate direct shipping links with ports in Taiwan to transship cargos in Kaohsiung Port, KHB implemented preferential incentives in terms of mooring fees, tug fees, and piloting fees in July, 2011. KHB has also encouraged shipping companies to take advantage of Kaohsiung Port as a transshipping hub by increasing shipping routes between Shantou and Kaohsiung, which it believes will increase container volume at Kaohsiung Port and enhance its transshipment function.
The M/V Passat Breeze calls at Kaohsiung Port

The M/V Passat Breeze, a Republic of Liberia-registered container ship, represented by OOCL Taiwan / Orient Overseas Container Line, made its maiden voyage to the Port of Kaohsiung on Aug.3, 2011, docking at Wharf No.65. Built in 2005, the M/V Passat Breeze has a total weight of 32,200 tons, a length of 211 meters, a beam of 32.26 meters, and is capable of carrying 2,500 TEU. She is scheduled to join the route: Yokohama — Kobe — Pusan — Shanghai - - Ningbo — Hong Kong — Kaohsiung — Melbourne — Sydney — Brisbane.

The AAL KEMBLA calls at Kaohsiung Port

The M/V AAL Kembla, registered in the Marshall Islands, represented by Kao's Express Warehouse & Stevedoring Co.Ltd., made her maiden voyage on July 21, 2011, docking at Wharf No.36. With a total weight of 23,930 tons, this general cargo vessel has a length of 193 meters, and a beam of 28.2 meters. Her serving route is: Korea — Shanghai — Kaohsiung — Laem Chabang — Singapore — Australia.

The M/V Kota Langsar calls at Kaohsiung Port

The M/V Kota Langsar, registered in Singapore, and represented by Allegro Shipping Agency Corp., made her first call at the Port of Kaohsiung on Aug.7, 2011, docking at Wharf No.80. She is 39,906 tons in total weight, 260 meters in length, and 33 meters across the beam. She is serving on the route: Shekou — Nansha — Kaohsiung — Yantian — Hong Kong — Ningbo — Shanghai — Manzanillo — Buenaventura — Callao — Iquique — San Antonio — Callao — Manzanillo — Kaohsiung.

Nagoya Port Management Assembly paid a visit to the KHB

A delegation of 22 people from the Japanese Nagoya Port Management Assembly, led by deputy head of assembly Yokoi Goroku, paid a visit to the Kaohsiung Harbor Bureau on Aug.2, 2011. Soon after receiving a brief on the port and taking a port tour, the two sides exchanged views on port management and future shipping trends. The delegation went on to visit the container yard in Wharf No.121 leased by Nippon Yusen Kaisha (NYK).